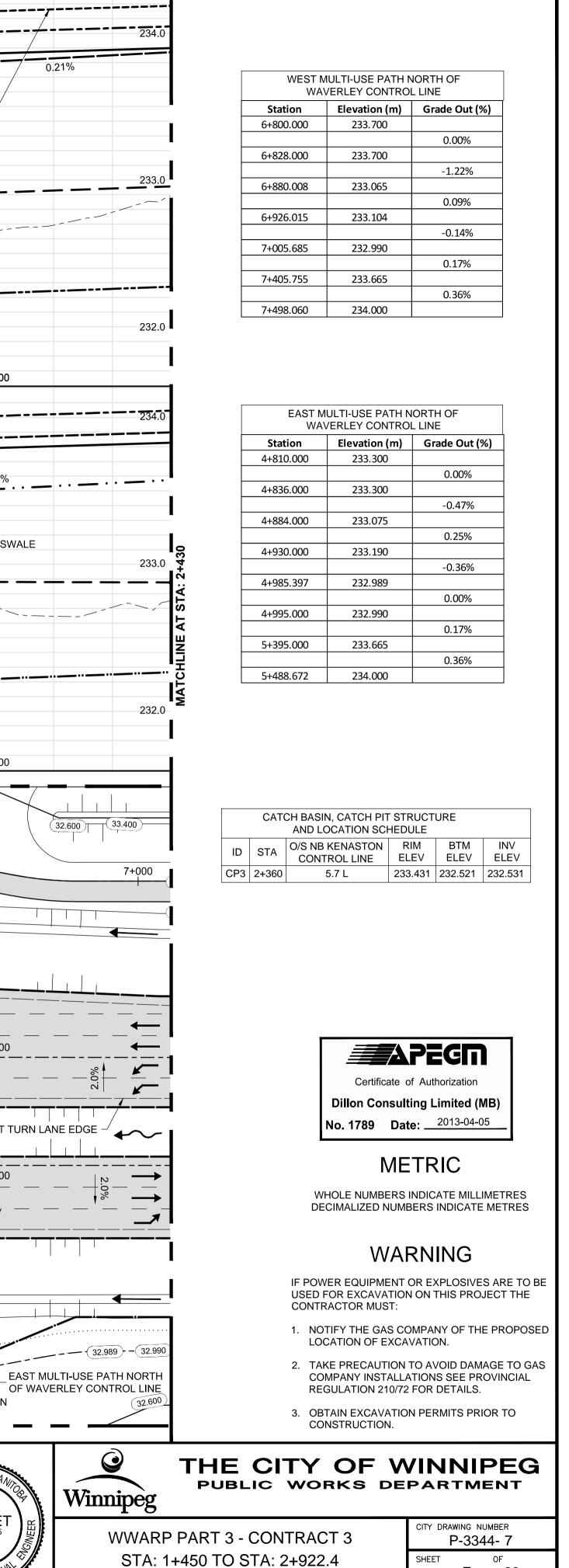
KENASTON BOULEVARD SB 2+177.400 2+204.511 233.803 233.993	2+212.200 2+217.111 2+267.850 2+280.026 234.031 234.007 2+243.111 233.600 233.849	2+321.306 2+321.306 0.12%
234.0 KENASTON BOULEVARD SB CONTROL LINE 2+157.400 233.747 0.70% 0.28% 0.28% 0.28% 0.70%	0.50% 0.50% -0.70% 0.50% 0.50% -0.70% 0.50% 0.50% -0.70% -0.70% -0.06% -0.06%	0.50% 0.12% 0.12%
0.13% 0.70% 2+204. 233.	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0.50% 0.12% 0.12% 2+321.306 WEST LANE EDGE 2+382.000
0.13% 0.13% 2+143.170 2+143.170 2+143.170 233.580 0.50% 2+177.400 233.751 0.00%	2+212.200 233.955 233.979 2+235.000 2+235.000 233.600	233.768 233.771 233.7771 233.777 233.777 233.777 233.777 233.777 233.777 233.777 233.7
ACCEL LANE WEST EDGE		280.026 233.698 DECEL LANE EDGE -/ LEFT TURN LANE EDGE -/ 3.491
233.0 0.98% 2+158.901 233.200 2+177.764 233.200	2+207.830	
	SEE SHEET 11	
EXIST. GROUND -/ SEE SHEET 11 WAVERLEY STREET EB RIGHT TURN	KENASTON BOULEVARD SB RIGHT TURN 2+261.708 STA: 2+263.000 232.024 FOR CONTINUATION OF WEST DITCH PROFILE 4	WEST DITCH 2+341.894 232.833 0.15%
232.0 STA: 2+122.920 FOR CONTINUATION OF WEST DITCH PROFILE		·····
0.10% 231.706 2+150 2+	200 2+250	2+300 2+350 2+400
LEFT TURN DECEL LANE EDGE 2+157.691 2+177.400 2+181.512 2+204.5 2+111.964 233.831 233.828 233.856 233.99	11 3 0.50% -0.50% 2+217.111 KENASTON BOULEVARD NB 234.007 2+243 600 2+270 000 2+280.026 2	2+321.306 +306.000 233.916 2+321.306 233.768 0.12%
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0.50% 0.50% -0.70% 233.821 233.767 233.709 511 2+217.111 7 7 7 7 7 0.57% 0.50%	233.655 0.50% 0.50% 0.12%
0.21% 2+157.691 2+177.400 233.	241 2+212.200 233.979 234.031 2+243.600 233.770 2+243.600 233.770 2+280.026 2+280.026	EAST ACCEL 0.12/0 EAST ACCEL LANE EDGE 0.12/0 0.20%
0.12% 2+111.964 DECEL LANE 2+155.860 233.516 EDGE 233.539 1.05%	EAST LANE EDGE 233.561 233.671 KENASTON BOULEVARD NB 2 3 6<	-305.530 2+360.000 2
MEDIAN SWALE 2+140.000 2+187.214 232.929 233.350		233.619 2+309.160 TOP OF BACK SLOPE 233.431
. . <td>2+234.811 233.000 233.000 233.000</td> <td>2+296.664</td>	2+234.811 233.000 233.000 233.000	2+296.664
	ND	232.065 EAST DITCH
L 2+106.369 2+157.220 SEE SHEET 11 232.500 231.773 KENASTON BOULEVARD NB RIGHT TU STA: 2+155.000	STA: 2+297.000	0.15%
232.0 FOR CONTINUATION OF EAST DITCH	PROFILE Image: Constraint of the second	450mm Ø C.S.P. STA.: 2+360 EAST INV. ELEV.: 232.160
2+150 2+		2+300 2+350 2+400
	HLINE AT STA: 0+460 - SEE SHEET 10	
B 6+700 6+700 33.300 6×34 50 50 50 50 50 50 50 50 50 50	007+2 33.892 33.700 15 CSP CULVERT 7 15 BEVELLED END (TYP.) 7 7 7 7 7 7 7 7 7 7 7 7 7	KENASTON BOULEVARD SB 6+900 33.065 MULTILUSE DATH
B 6+700 6+700 33.300 6×37 5 5 5 5 5 5 5 5 5 5 5 5 5	BOX + N BEVELLED END (TYP.) 7 15 BEVELLED END (TYP.) 7	
B 6+700 33.300 6+700 Waverley street eb control line TOP OF BACKSLOPE West Multi-use Path South OF Waverley Control line 33.200 West Multi-use Path South OF Waverley Control line See Sheet 11 FOR PLAN PROFILE	33.821 KENASTON BOULEVARD SB RIGHT TURN (TYP.) 33.821 KENASTON BOULEVARD SB RIGHT TURN (SOURD SEE SHEET 11 FOR PLAN PROFILE 33.821 SEE SHEET 11 FOR PLAN PROFILE	CEL LANE TOP OF BACKSLOPE CEL LANE CEL
B 6+700 WAVERLEY STREET EB CONTROL LINE 7 13 TOP OF BACKSLOPE 0 0 0F BACKSLOPE 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33.821 KENASTON BOULEVARD SB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE MOUNTABLE OULPR	CEL LANE TOP OF BACKSLOPE
B 6+700 32.866 7 13 WAVERLEY STREET EB CONTROL LINE TOP OF BACKSLOPE WEST MULTI-USE PATH SOUTH OF WAVERLEY CONTROL LINE 33.200 WAVERLEY STREET EB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE 2+115 33.463 33.566 WEST LANE WEST LANE WEST LANE WEST LANE	33.900 15 CSP CULVERT 7 15 BEVELLED END 33.821 KENASTON BOULEVARD SB RIGHT TURN CONTROL LINE 32.995 SEE SHEET 11 FOR PLAN PROFILE 90 10 90 10 90 10 90 10 90 15 90 10 91 10 92 10 93.95 10 93.95 10 93.95 10 93.95 10 93.95 10 93.95 10 93.95 10 93.95 10	13 0F WAVERLEY CONTROL LINE 32.500 13 6+900 33.104 0F 13 0F MULTI-USE PATH 0F 32.833 32.833 0F 2EL LANE TOP OF BACKSLOPE FRENCH DRAIN 7 2EL LANE TOP OF BACKSLOPE FRENCH DRAIN 7 33.698 33.771 33.768
B 6+700 0 0 0 0 0 0 0 0 0 0 0 0	33.821 33.821 33.821 33.821 33.821 KENASTON BOULEVARD SB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE 32.995 SEE SHEET 11 FOR PLAN PROFILE 32.995 SEE SHEET 11 FOR PLAN PROFILE 33.530 33.530 33.530 33.530 33.530 33.491	13 0F WAVERLEY CONTROL LINE 32.500 13 6+900 33.104 13 33.065 MULTI-USE PATH 14 10P OF BACKSLOPE FRENCH DRAIN 2EL LANE TOP OF BACKSLOPE FRENCH DRAIN 2EL LANE TOP OF BACKSLOPE 10P OF BACKSLOPE 33.698 33.771 33.698 33.771 33.698 33.771 33.768 2+300
B 6+700 Waverley Street EB CONTROL LINE 32.866 WEST MULTI-USE PATH SOUTH OF WAVERLEY CONTROL LINE 31.706 Waverley Street EB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE 2+115 33.443 33.443 33.443 33.560 MONOLITHIC CONCRETE BULLNOSE SD-227C 33.747 MONOLITHIC CONCRETE BULLNOSE SD-227C 33.747 MONOLITHIC CONCRETE BULLNOSE 32.00 (TYP.) 7 15 (TYP.) 7 15	33.992 33.700 15 CSP CULVERT 7 15 BEVELLED END 8 SEE SHEET 11 FOR PLAN PROFILE BEVEL 90 33.600 33.500 33.491 33.800 33.500 33.600 33.561 90 33.821 33.821 33.600 33.61 90 33.821 33.821 33.821 33.821 90 33.821 33.821 33.849 33.849	KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE 13 6+900 33.065 MULTI-USE PATH 32.833 90 32.833 90 SE VEST LANE EDGE FRENCH DRAIN 7 16 33.069 33.768 2+300 WEST LANE EDGE 2+300 WEST LANE EDGE 2+300 33.768
B 6+700 6+700 0+700	33.941 33.970 7 15 CSP CULVERT (TYP.) 33.821 KENASTON BOULEVARD SB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE 32.995 33.941 33.579 33.559 33.500 33.941 33.579 33.559 33.621 33.941 33.579 33.559 33.621 33.941 33.579 33.559 33.621 33.941 33.579 33.559 33.671 33.821 MONOLITHIC CONCRETE BULLNOSE, SD-227C 33.671 GUARD RA SEE SHEET 17 33.874 33.671 GUARD RA SEE SHEET 17 SEE SHEET 17	13 OF WAVERLEY CONTROL LINE 32.500 13 6+900 33.104 0 13 33.065 MULTI-USE PATH 0 33.065 MULTI-USE PATH 0 0 14 0 0 0 0 15 FRENCH DRAIN 7 16 16 1 0 0 0 17 0 33.698 0 0 17 0 33.695 0 0 0 17 0 0 0 0 0 0 17 0 0 0 0 0 0 0 17 0 0 0 0 0 0 0 0 17 0 <
B 6+700 0+700	000000000000000000000000000000000000	Image: Constraint of the second state of the seco
B B B B B B B B B B B B B B	000 000 <td>Image: Contract Line (32,63) OF WAVERLEY CONTROL LINE (32,63) Image: Contract Line (1,1) 6+900 Image: Contract Line (1,1) 6 Image: Contr</td>	Image: Contract Line (32,63) OF WAVERLEY CONTROL LINE (32,63) Image: Contract Line (1,1) 6+900 Image: Contract Line (1,1) 6 Image: Contr
B B B B B B B B B B B B B B	State State <th< td=""><td>KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE S2 500 33.065 MULTI-USE PATH S2 33.065 MULTI-USE PATH S2 SE TOP OF BACKSLOPE FRENCH DRAIN 7 VEST LANE EDGE YEL YEL (33.698) (33.71) (33.698) (33.771) (33.698) (33.771) (33.698) (33.771) (33.696) (33.771) (33.431) INSTALL CATCH PIT (33.696) (33.771) (33.431) INSTALL CATCH PIT (33.696) (33.776) (24.400) (24.400) (33.696) (33.776) (24.400) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (24.400) (24.400) (33.696) (33.696) (24.400) (24.400) <</td></th<>	KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE S2 500 33.065 MULTI-USE PATH S2 33.065 MULTI-USE PATH S2 SE TOP OF BACKSLOPE FRENCH DRAIN 7 VEST LANE EDGE YEL YEL (33.698) (33.71) (33.698) (33.771) (33.698) (33.771) (33.698) (33.771) (33.696) (33.771) (33.431) INSTALL CATCH PIT (33.696) (33.771) (33.431) INSTALL CATCH PIT (33.696) (33.776) (24.400) (24.400) (33.696) (33.776) (24.400) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (33.696) (24.400) (33.696) (33.696) (24.400) (24.400) (33.696) (33.696) (24.400) (24.400) <
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B 0+100 WAVERLEY STREET EB CONTROL LINE 0+00 WEST MULTI-USE PATH SOUTH 00 PF BACKSLOPE WAVERLEY CONTROL LINE 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000 WAVERLEY STREET EB RIGHT TURN CONTROL LINE 000 State 000	1000 1000 <th< td=""><td>KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE (22.60) 13 0.9900 33.064 33.064 (22.60) 13 0.9900 33.064 (22.60) (22.60) 14 0.9900 (32.683) (1111) (1111) 15 0.9900 (1111) (1111) (1111) 16 0.9900 (1111) (1111) (1111) 17 (33.680) (33.768) (33.771) (33.690) 17 (33.665) (33.771) (33.431) (NSTALL CATCH PIT TOP OF INLET GRATE = 233.431 LEFT 17 (33.665) (33.916) (33.690) (33.431) (1111) 17 (33.690) (33.916) (33.690) (33.690) (33.690) 24.300 (33.916) (33.690) (33.690) (33.690) (21.60) (21.60) 24.300 (33.690) (33.690) (33.690) (33.690) (33.690) (33.690) (33.690) 24.300 (33.690) (33.690) (33.690) (33.690)</td></th<>	KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE (22.60) 13 0.9900 33.064 33.064 (22.60) 13 0.9900 33.064 (22.60) (22.60) 14 0.9900 (32.683) (1111) (1111) 15 0.9900 (1111) (1111) (1111) 16 0.9900 (1111) (1111) (1111) 17 (33.680) (33.768) (33.771) (33.690) 17 (33.665) (33.771) (33.431) (NSTALL CATCH PIT TOP OF INLET GRATE = 233.431 LEFT 17 (33.665) (33.916) (33.690) (33.431) (1111) 17 (33.690) (33.916) (33.690) (33.690) (33.690) 24.300 (33.916) (33.690) (33.690) (33.690) (21.60) (21.60) 24.300 (33.690) (33.690) (33.690) (33.690) (33.690) (33.690) (33.690) 24.300 (33.690) (33.690) (33.690) (33.690)
B 0 <td>8 9</td> <td>KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE Image: Control Lin</td>	8 9	KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE Image: Control Lin
B 0 <td>33 700 15 CSP CULVERT (TP) 33 700 7 15 DEVELLED END (TP) 33 700 7 15 DEVELLED END (TP) 33 800 33 700 7 15 DEVELLED END (TP) 33 800 33 800 33 800 33 800 33 800 33 900 34 001 34 001 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 90 33 800 33 800 33 800 33 900 34 90 33 800 33 800 33 800 33 900 34 90<!--</td--><td>13 Status OF WAVERLEY CONTROL LINE 12 500 13 6+400 33.104 12 500 14 6+400 33.104 12 500 15 6+400 33.104 10 0 0 F BACKSLOPE FRENCH DRAIN 7 16 16 17 0 0 F BACKSLOPE FRENCH DRAIN 7 16 10 0 0 F IALE 10 0 0 F IALE 17 18 0 0 0 F IALE 10 0 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 17 18 0 0 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 17 18 0 0 0 F IALE 10 0 F IALE 10</td></td>	33 700 15 CSP CULVERT (TP) 33 700 7 15 DEVELLED END (TP) 33 700 7 15 DEVELLED END (TP) 33 800 33 700 7 15 DEVELLED END (TP) 33 800 33 800 33 800 33 800 33 800 33 900 34 001 34 001 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 001 33 800 33 800 33 800 33 900 34 90 33 800 33 800 33 800 33 900 34 90 33 800 33 800 33 800 33 900 34 90 </td <td>13 Status OF WAVERLEY CONTROL LINE 12 500 13 6+400 33.104 12 500 14 6+400 33.104 12 500 15 6+400 33.104 10 0 0 F BACKSLOPE FRENCH DRAIN 7 16 16 17 0 0 F BACKSLOPE FRENCH DRAIN 7 16 10 0 0 F IALE 10 0 0 F IALE 17 18 0 0 0 F IALE 10 0 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 17 18 0 0 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 17 18 0 0 0 F IALE 10 0 F IALE 10</td>	13 Status OF WAVERLEY CONTROL LINE 12 500 13 6+400 33.104 12 500 14 6+400 33.104 12 500 15 6+400 33.104 10 0 0 F BACKSLOPE FRENCH DRAIN 7 16 16 17 0 0 F BACKSLOPE FRENCH DRAIN 7 16 10 0 0 F IALE 10 0 0 F IALE 17 18 0 0 0 F IALE 10 0 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 17 18 0 0 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 10 0 F IALE 17 18 0 0 0 F IALE 10
022880 0 <t< td=""><td>13.941 0.5%</td><td>KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE Statule 13 0.900 33.100 0 WEST LANE 0 <td< td=""></td<></td></t<>	13.941 0.5%	KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE Statule 13 0.900 33.100 0 WEST LANE 0 <td< td=""></td<>
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#100 WAVERLEY STREET EB CONTROL LINE TOP OF BACKSLOPE WAVERLEY STREET EB RIGHT TURN CONTROL LINE SOD WAVERLEY CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE WAVERLEY STREET EB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE CONCRETE WAVERLEY STREET EB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE SOD STREET EB RIGHT TURN CONTROL LINE SEE SHEET 11 FOR PLAN PROFILE MONOLTHIC CONCRETE BULLINOSE STREET EB RIGHT TURN CONTROL LINE STREET TEB RIGH	33.900 33.700 15 CSP CULVERT (15) BEVELLED END (17) 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801 33.801	KENASTON BOULEVARD SB OF WAVERLEY CONTROL LINE Response 13 04900 03.099 03.099 03.091 14 100 OF BACKSLOPE PLACED EVERY 50M 7/16 0 15 03.098 03.098 03.071 0 0 15 04.000 04.000 04.000 04.000 04.000 16 04.000 04.000 04.000 04.000 04.000 04.000 17 05.078 04.000 04.000 04.000 04.000 04.000 17 03.098 03.078 04.000 04.000 04.000 04.000 17 03.098 03.078 04.000 04.000 04.000 04.000 04.000 17 04.000 04.000 04.000 04.000 04.000 04.000 04.000 17 04.000 04.000 04.000 04.000 04.000 04.000 04.000 04.000 04.000 04.000 04.000 04.000 04.000 04.000
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PLAN PROFILE KENASTON STA: 2+100 TO 2+430

SHEET

OF 23

7

CONSULTANT DRAWING NUMBER

NUMBER